

**On Times-Dispatch**

DAILY—WEEKLY—SUNDAY.

Business Office, - 616 E. Main Street

**TELEPHONES.**Business Office.....540  
Editorial Department.....338  
Circulation Department.....85Washington Bureau...501 14th St., N. W.  
Manchester Bureau.....1102 Hull St.  
Petersburg Bureau...44 N. Sycamore St.BY MAIL. One Six Three One  
POSTAGE PAID. Year. Mos. Mos. Mo.  
Daily, with Sun...\$6.00 \$3.00 \$1.50 .50  
Daily, without Sun. 4.00 2.00 1.00 .25  
Sun. edition only...2.00 1.00 .50 .25  
Weekly (Wed.).....1.00 .50 .25 .10By Times-Dispatch Carrier Delivery  
Service In—

Richmond (and suburbs), Manchester and Petersburg.	ONE WEEK.	ONE YEAR Payable in Advance.
Daily, with Sun.	14 cents.	\$6.50
Daily, without Sun.	10 cents.	\$4.50
Sunday only.....	5 cents.	\$2.30

Entered January 27, 1903, at Richmond, Va., as second-class matter, under act of Congress of March 3, 1879.

WEDNESDAY, JANUARY 31, 1906.

The second vice is lying, the first running in debt. Lying rides on debt's back.  
—Ben Franklin.**Dr. Alderman's Address.**

When Mr. Gladstone was chancellor of the exchequer it was remarked that he was the only man in England who could make a financial statement as interesting as an argument on a leading question. That capacity for infusing heart-felt, human interest into rows of dry figures is a high gift, and one that President Alderman possesses to a remarkable degree.

Last evening for over an hour he held the unwavering attention of an audience, most of whom were standing, while he explained the financial needs of the University of Virginia. In other hands, this might have been a fatiguing or alarming balance sheet. For President Alderman it was a welcomed occasion and a signal triumph. To him, and before he finished, to his hearers those columns of figures became were symbols of the spirit for which the University stands.

The money meant equipment, and the equipment meant opportunity to better serve the youth of the nation and the nation itself.

The profound impression which President Alderman produced showed what a responsive chord his words had struck. His address was no ordinary appeal. It was rather a luminous and inspiring prophecy of what the future of the University may be.

That ideal, according to President Alderman, is a democratic university, great in scholarship, if not in multitudes of courses; founded on honor, teaching by precept and practice the joy and manliness of probity and the abhorrence and misery of cowardice and graft, welcoming all men without distinction of wealth and so inspiring them with the love of manhood and training them for leadership that they could stand firm as a rock in the midst of any crisis that could come.

To accomplish such an end the University must have money. There has been no appropriation for building for half a century and no increase in the appropriation for teaching for twenty-two years, though the students have increased one hundred and fifty per cent, and the courses taught sixty per cent.

These conditions cannot continue without, in a large measure, destroying the present value of the University and utterly cutting off its hope for future development.

The University has a right and need to be heard and helped that cannot be disregarded.

**Fallacies and Progress.**

The hearing on the Torrens bill Monday evening gave a brilliant opportunity for the evolutions of some very young fallacies. First and foremost came that hypnotic appeal to "the wisdom of our ancestors." When that phrase had finally sunk in, few, if any, were still bold enough to withstand the opponents of the new system of land registration. All such were, however, easily driven to cover by some well directed shot from an ancient armory, such as "the heritage of our fathers," "our glorious Anglo-Saxon civilization," "the danger of change," "let well enough alone," "the idea is Utopian." Against such logic there was naturally but little that could be said. But what a fallacy such an argument is!

Years ago Sydney Smith pointed out that if experience comes with age, then the preceding generations are the labors and our own time, being the most ancient, must be the most experienced and wisest, for we have the accumulated experience of all the preceding generations. However, there is a mysterious power in such statements as "Beware of innovation," "let us hold fast to what we have tried," "there is great danger in visionary schemes," and, indeed, mankind is only too prone to be swayed by such vague generalities, without weighing the true value of the facts for which such words pretend to stand.

The general attitude of the opponents of the Torrens bill is a striking example of this state of mind. Their chief obstacle is an inherent objection to innovation.

Mr. Massie's bill has removed nearly every objection to the original draft, and it is difficult to see any reason or expediency why the city of Richmond and county of Henric should not be allowed

to avail themselves of a method which is confessedly, after all, for the benefit of localities. Certainly there can be no valid argument drawn from the wisdom of our fathers, for if we followed their illustrious example, we would still be using clods of dirt and twigs of trees instead of the more modern, but still imperfect, deed of bargain and sale.

**The Poll Tax.**

The present provision of our Constitution which requires the propayment by the voter of his poll tax six months before the election, was a happy compromise of conflicting views on "property qualification," "educational qualification," "grandfather claims," etc.

The poll tax provision, which imposes a tax large enough to prevent persons having no stake and feelings no interest in the conduct of the government from voting and thus cancelling as they used to do in many cases the votes of those who did have and feel such interest, is still small enough not to exclude anyone who really wishes to become a voter. The most of it goes to public schools, which thus get many a dollar they otherwise would never receive.

Its best feature, perhaps, is that it leaves nothing to the discretion of election officers and thus minimizes opportunity for improper practices.

The provision which requires the payment to be made six months before the election will generally prevent persons desiring votes for particular men, or measures from paying the taxes for the voters. Few men would care to pay money so far in advance of an election for such purposes. There are too many contingencies among them, not the most unlikely, the chance that the voter would change his mind.

The provision requiring the printing of the list of voters who have paid prevents tax collectors from giving receipts to persons entitling them to vote, just before an election and protects the voter who has paid his tax from carelessness or fraud of the collector.

Under a former poll tax provision, it was said that a tax collector in Richmond, in readjuster days, issued to hundreds of the "faithful" on election day, tax receipts on which they voted and then returned the receipts to him and thus no money was paid. Nor was the collector liable. Under the present arrangement such conditions as this cannot prevail. Nor can it be possible for wholesale payment of poll taxes to be made just prior to election day by political parties, which custom, no doubt, caused the repeal of the former provision.

It is not to be expected that individual cases of injustice and hardship will not occasionally occur under this; or indeed under any law which can be passed, for nothing human is perfect; but this provision has worked well; has improved the electorate, has lessened the corrupt use of money in elections; and will, we feel sure, continue to have this effect as well as to increase the revenue.

It has resulted and will result in the greatest good to the greatest number, and any litigation looking towards its repeal is a step backwards, towards a condition from which we all ought to thank God we have just emerged.

**Give the Inspectors a Chance.**

Under section 143 of the Code, the State Board of Education was authorized "to provide for the examination of teachers by a State Board of Examiners and the inspection of schools." In compliance with this statute the examiners and inspectors were appointed in June, 1905, and were put to work about October 1st. The State was divided into five circuits and each inspector was assigned to a circuit. The system has been in operation less than six months, yet the House of Delegates declares that it is a failure and has voted to abolish it.

These inspectors are the field agents of the State Board of Education and the Department of Public Instruction. They are required to make an annual report to the Superintendent of Public Instruction, who shall report to the Board of Education, showing the school conditions in their respective circuits and give such other information as may seem pertinent, and to make special reports upon special subjects.

They are required to co-operate cheerfully with division superintendents and aid them by advice and otherwise; to assist the superintendents in holding institutes and teachers' meetings and assist in all popular movements for the betterment of the schools, increasing taxes and so on, to give expert aid in the proper location of school houses and in making plans for school buildings.

It is their duty to hold conferences with school trustees and give them such assistance as may be required. To visit in each county as many schools as possible, to note work of teachers and make such suggestions to division superintendents as may seem valuable in improving school conditions. To offer advice as to improving and beautifying school grounds and buildings. To visit especially each high school in the county and use every effort to bring these schools under the conditions prescribed by the State Board of Education for public high schools in Virginia. To aid in organizing local education associations, and finally to hold examinations, issue certificates and prescribe courses of reading.

To give an idea of what the inspectors have been doing, we reproduce the following extract from a letter recently received from one of them by the Superintendent of Public Instruction:

"I returned Saturday from a two weeks' trip extending from here to Alexandria, and from Alexandria to Harrisonburg, during which time I held eight educational rallies, most of which were largely attended and resulted in arousing a greater interest on the part of the people in the public schools. I tried to direct our efforts toward a definite end at each place, and in numbers of instances effected an organization for the purpose of securing some specific need in that community. In the place of School Board promised a \$500.00 High School Building, and in another the consolidation of several schools. In several others the addition of new teachers and the completion of high school courses. In nearly every instance a local improvement league was formed to look after the improvement of school buildings and grounds."

grounds. I am very much gratified with the result of these meetings."

Is it possible that these examiners and inspectors are not worth their pay? As the Charlottesville Progress says, we are spending two millions a year for schools, and only two per cent. of it for supervision. How is the Board of Education to know how the schools are progressing, what abuses exist, what reforms and improvements are needed, unless it can have regular reports from these field agents, who are directly accountable to that body?

But leaving that out of the question, leaving out the aid they are giving teachers, and the work they are doing in "stirring up" the people and crystallizing public sentiment, how are the examinations to be conducted, if this board of examiners be abolished? But what the Charlottesville Progress, whose editor is a practical teacher, has to say of the work of this board in securing uniformity in the examination of teachers and the establishment of a uniform standard of teachers' certificates. Read also what it says of abuse under the former system of examination.

For the life of us we cannot understand why the House is so determined to abolish this board, before it has been operating a year. In the interest of the public school system—and surely we have no other interest to serve—we hope that the Senate will not concur in the hasty and ill-considered action of the House.

Captain William H. Van Schalk and Mirshipman Stephen Decatur find themselves in a very similar plight. In a sense, and without criticising the justice of their punishments, both of them are scapegoats. Each accepted wrong conditions because he found them that way, and each got the extreme penalty for so doing. Many other ships, undoubtedly, were as ill-fitted to fight fire as the Slocum, but it chanced to be the Slocum which burned to the water and killed some 1,000 persons. So Captain Van Schalk gets ten years. Mirshipman Decatur, like countless other Midvies, acquiesced in the hazing customs he found at the Naval Academy. Wide publicity happened to come to his acquiescence, and he is dismissed from the service. Probably neither Van Schalk nor Decatur is any worse than their colleagues, but it was their lot to get caught. Examples have to be made of somebody, and in this case these two happened to be the ones.

It is a good augury that the Senate has unanimously passed a resolution increasing the efficiency of the Library and extending its usefulness to a wider circle. The bill has been favorably reported by the House committee and comes up for action to-day.

We are gratified to know that Hon. Thomas S. Martin has at last been informed that he has been elected United States senator in Congress from Virginia. It was cruel to keep him so long in suspense.

The insurance scandals and the Town Topics scandals have come to a head at pretty nearly the same time. It promises to be rather a scandalous year for District Attorney Jerome.

A New York judge has abolished swearing on the Bible for the reason that the mendacity of witnesses profanes the Book. A more rational procedure would be to abolish perjury.

Still, considering net receipts, Ida Tarbell has more cause to feel grateful to John D. Rockefeller than Mr. Rockefeller to Ida Tarbell.

Poultry Bigelow wages 1,000 pounds that his charges are true, but neglects to mention what odds he is asking.

Servia could scarcely find herself in a more unfortunate plight if she was situated in South America.

If Japan doesn't want to buy the Philippines, why not sell them to the Philippines?

One of the most dangerous professions yet discovered is that of being King of Servia.

**A Dramatic Contrast.**

Yesterday a man was borne to the tomb, through the streets of this city, who represented in his person the religion in sentiment and in life of the people of the North and South. As an unselfish, genial and country-loving man as ever lived, Gen. Joseph Wheeler was a complete antithesis of the American of the future, by whom lines of sectional division, and all remembrance of old contentions, will be forgotten.

Thousands of people stood in the street and bared their heads as the cortege of this veteran, who always thought of his countrymen before he thought of himself, went past. They were all imbued with the sentiment of love and of sectionless patriotism in the joy of which Joseph Wheeler spent his last years.

In another part of the city, spectacles of quite another and contrasting sort were presented. A man who has a book and a play which must profit in patronage by the stirring up of race and sectional animosities, by the fanning of old fires of war and hatred into life, was promoting a controversy that incited Northerner and Southerner, and white and black, to criticism and abuse of one another. There was hissing and shouting, and much hot recrimination. Southerners raised the rebel yell in a Northern church, and the police had to be called in. A meeting of the colored people who entered the church, and the white mothers with their children, were subjected to this hate indignity. Whether or not the outrage was directly incited by this mischievous play, it might well have been.

Which spirit do we want to have bear sway in this city and country—the spirit of Joe Wheeler or that of the Ku-Klux-Klan?—New York Mail.

**Dr. Lyon's PERFECT Tooth Powder**

Cleanses and beautifies the teeth and purifies the breath.

Used by people of refinement for over a quarter of a century.

Convenient for tourists.

PREPARED BY  
*S. W. Lyon, D.D.S.***Rhymes for To-Day.****To a Fair Worker.**

Pounding, pounding weary letters,  
On the type-machine all day—  
Ah, I know you have your fetters,  
You're made for love and May.  
Busy fingers always going  
O'er the keys—tat-tat, tat-tat—  
Never stopping, never slowing,  
Were you made so fair for that?

Sweetness has a way of waning  
Under toil—but yours will not;  
With a patience uncomplaining  
You are living out your lot.  
Fate must work her ways so queerly  
None may guess what she is at;  
Life has taxed you very dearly—  
Were you made so fair for that?

Fair you are—but can it seem that  
You are fairer than you ought?  
Little lady, never dream that  
Your sweetness is for naught—  
Truth and fairness never saw you  
Wasted on the type-machine;  
Gladder days are waiting for you—  
Else he had not made you fair.

H. S. H.

**Merely Joking.**

The Dear Girls.—Miss Olden: "I would not have refused Charles Banks if I'd been you." Miss Sweetgrip: "I don't believe I would, either, if I'd been you."—Chicago Journal.

But It Turned Out Well.—"Ponsonby has a charming wife." "Yes, and he got her by mistake." "How was that?" "He was trying to propose to the younger sister, but she's so cross-eyed that the older sister thought he was looking at her, and promptly accepted him."—Cleveland Plain Dealer.

Her First Attempt.—"A good woman can make a veritable angel of a man." "My wife came near making one of me with her first batch of biscuits."—Houston Post.

These Foolish Resolutions.—"Broken your New Year's resolutions yet?" asked the first trust magnate. "Into smithereens," answered the second trust magnate, with a sheepish grin. "I resolved to obey the laws this year, but, shucks! What's the use?"—Houston Chronicle.

Prepared.—Mrs. Sharpe: "I am going to meet my husband in town to-day to select a carpet for the drawing room." Mrs. Quaine: "What do you want him to say for?" "Well, if I don't like it afterwards I can say it was his fault."—Casell's.

**THIS DAY IN HISTORY**  
January 31st.

1666.—In Norway, Courland and Pomerania there fell a great quantity of a membranous substance, friable and blackish, somewhat like burned paper. Baron Grothus analyzed a portion of this substance, which has been preserved in a cabinet of natural history, and it is found to consist of silica, iron, lime, carbon, manganese, a trace of chrome and sulphur, but not a particle of nickel.

1692.—Massacre of Glencoe, Scotland. King William, whose chief virtue was not humanity, signed and countersigned the warrant, which was transmitted to the Secretary for Scotland, who particularly charged the ministers of destruction to take no prisoners. The population was barbarously massacred and the spot dismembered of every social appearance.

1787.—The Attorney-General stated to the Irish Parliament that an insurrection existed in the county of Kerry, the people having taken the law on their own, and the laws of Captain Right (a fictitious name) and to starve the clergy.

1804.—Talleyrand, French minister of foreign affairs, accused of "grafting," because he had just purchased an estate costing 4,000,000 francs.

1829.—Merchant ships refused to sail from Matanzas, Cuba, without an armed escort, provided by the Spanish government, because of the numerous pirates.

1853.—Skirmish at Rorer, Tenn. Confederates were defeated by a loss of twelve killed and 300 wounded.

1864.—A draft of 500,000 men ordered by President Lincoln, to serve for three years, or during the war.

1874.—The British army, under Sir Garnet Wolseley, defeated the Ashantees at Abetse.

1879.—M. Leon Gambetta, Republican, elected president of the French Chamber of Deputies by 314 to 91 votes.

1884.—A state of siege proclaimed by the Austrian government against Vienna. Korotich and Neustadt, to suppress socialists and anarchists.

1894.—News reached the United States that the cruiser Detroit had fired on Brazilian insurgents at Rio de Janeiro in retaliation for an attack on American merchant ships in the bay.

1904.—Historic County Court, Va., passes into history, and Judge Wickham is honored. Judge B. R. Wellford returns after years of service in the Circuit Court.

1905.—Representative Williams, of Mississippi, in the House at Washington, condemned in a speech General Miles for having shackled Jefferson Davis.

**PEANUT INDUSTRY GROWS**

Astonishing Statistics in Regard to a Popular Favorite.

At the word we smell not only that good food of man and child and beast, but the sawdust of the circus, says Everybody's Magazine, the lion's roar. The clown chuckling of shells is heard all around. Peanuts! Peanuts in the United States, a nut contemporary tells us, are 350,000 acres of peanut land and 170,000 peanuts. Three hundred million pounds of peanuts worth \$1,000,000, are produced here every year, and yet people talk of peanut politicians contemptuously. There are nut poems in the country. The Admiral's Crichton of nuts. Every part of it is useful. It beats peas and corn as a fattener of stock and poultry. It is the food of the farmer, the plowman, the laborer and the peasant.

**West Virginia Coal.**

Mr. William Nelson Page, president and manager of the Loup Creek Colliery Company, West Virginia, writes in the Engineering and Mining Journal for January, says:

In Professor William B. Rogers' first reports on Virginia, about 1836, he attached little importance to the coals in his "No. XII, or the Potomac Conglomerates," referring to them as "barren measures." He was inclined to place this series in the Sub-Carboniferous, along with the underlying Mauch Chunk, or Umbral shales; and, even when the Chesapeake and Ohio Railway was first connected from Tidewater to the Ohio River in 1873, no value was attached to these coals; they were not then considered as a future asset in its transportation; the sixty miles through this formation, from Hinton to Kanawha Falls, being regarded as absolutely barren territory.

In the latter part of 1873, John Nuttall and Joseph L. Beury, two pioneers with large coal experience, first began to prospect along the New River canon, where the one hit upon the Sewell, Nuttall seam at Nuttallburg, while the other opened the Fire Creek seam at Quinminton. For many years thereafter little importance was attached to these finds, as the seams were thought to be too thin for economical mining, and the coal too soft for the fire-boxes and boilers then in vogue, the rapid expansion of this there was little or no demand for slack, or fine coal, which was charged with stopping the flues, and wastage through the stack.

At the time, only two mines in the Kanawha District, Cannellton and Coalburg, were prepared to ship by rail; these had been running boats in high water down the Kanawha to the Ohio for a number of years. About 1874, however, several new mines were started in this district, as the coal was lumpy and easily marketed, but for years the slack was wasted. No attempt had been made to correlate the different seams, and little was known of the coals, farther than the fact that they were of different varieties, the Coalburg being block, or splint, the Cannellton, an excellent cannel; while the Nuttallburg and Quinminton coals were recognized as an unusually pure, high-carbon, low-volatile, caking variety, though difficult to market. When Professor David Thomas Ansted stated (about this time) that the coals were to be the standard steam coals of the future, there were few converts to his theory, which has since been so well verified in their adoption as a standard fuel by the United States navy, and the principal maritime powers of the world.

Since the improvements in boilers, by the enlargement of heating surfaces and lower consumption, it has been found that the fine coal is less objectionable than the lump from other high-volatile coals, as the smoke bears a direct relation to the hydro-carbons; as a rule, the higher these are in the bituminous varieties, the harder and lumpier is the coal; and, under modern practice, the high-carbon coals, though fine, give the best results with steam engines. The total production of West Virginia in 1873 has been estimated at 1,000,000 net tons; the output did not reach 2,000,000 tons until 1882. Within these nine years the market was restricted to the fuel requirements of the Baltimore and Ohio, of the Chesapeake and Ohio Railways and of local blast-furnace consumption in Virginia; these were all limited, but growing river consignments to Cincinnati. Within the next ten years the annual increase was nearly 1,000,000 tons, the output for 1894 being 11,827,575 tons. The greater part of this remarkable increase was due to developments in the Potomac coals by the extension of the Norfolk and Western Railway into the Potomac field, and to great activity along the Chesapeake and Ohio in both the New River and Kanawha districts. Thus the value of these smokeless steam coals began to be appreciated as the markets extended over a wider field, covering the Atlantic seaboard as far north as Portland.

In 1904 the production was 32,002,519 tons, a gain over 1873 of 21,000,000 tons in ten years, or more than 2,000,000 tons annually; the output for 1905 will approximate 35,000,000 tons, making West Virginia very nearly even with Illinois, and second only to Pennsylvania. The average annual bituminous increase of the United States for the last ten years has been a little over 1,000,000 tons, or nearly half the production of any single State with the exception of Pennsylvania. The northern part of the State, covering the Potomac and Monongahela mining districts, has not been idle; the former producing nearly 2,000,000 tons in 1904, and the latter ranking third; the Kanawha-New River district, with its 11,000,000 tons, and the Western district as second, the State is divided into five districts, known in order as the Potomac, Monongahela, Wheeling, Kanawha-New River and the Norfolk and Western.

Up to the present geological survey has correlated at least eighteen separate workable measures, varying in thickness from three feet to 100 feet, with an aggregate thickness exceeding seventy feet. Five of these are in the Potomac series, from which about one-half the output of the State is now being drawn. Beginning from the bottom, the seams have been classified as follows: Pocahontas No. 3, Pocahontas No. 4, Fire Creek, Beatty and Sewell, of the Potomac. Continuing upward through the Kanawha, Allegheny, Conemaugh, Monongahela and Dunkard series, and using Pennsylvania nomenclature, the seams have been identified as the Clarion, the Lower, Middle and Upper Kittanning, Lower and Upper Freeport, Mahoning, Pittsford, Red Stone, Seneca, Wayneburg, Washington, and Dunkard. While the area of the Potomac measures above water level is less than one-fourth the total coal area of the State, yet numerous borings, in the counties of Fayette, Raleigh, Wyoming and McDowell, have recently demonstrated the presence of at least two of these seams maintaining their economic thickness for several hundred feet below water level; it is safe to assume that three thousand square miles of this series may in time be made productive.

From the recently increased demand for these smokeless coals, and from progress of the West Virginia coal industry, a few years will certainly witness a tonnage from that field larger than the present production of the State—conditioned upon transportation only. West Virginia has been dependent upon three trunk lines for transportation, namely, the Baltimore and Ohio, the Chesapeake and Ohio and the Norfolk and Western; for the last ten years

all these have been taxed to their utmost capacity, so that the increased production during this period is not to be measured by the mining capacity, but by the additional facilities afforded by these roads. As far back as 1890, they could not haul fifty per cent. of the mine capacity as then developed; and to-day, after the expenditure of millions in double tracking and betterments, they are not prepared to handle even twenty-five per cent. of the tonnage that could be offered from mines now in operation, without any additional opening. Large expenditures are still being made by all three of these roads, and their capacity will undoubtedly be increased from year to year, but the increased capacity of the mines will more than balance the additional facilities they can provide. The enormous increase of consumption in our own country, with prospects of a foreign trade, together with the concentration of the great manufacturing under management of comparatively a few far-reaching men, has brought about the most active investments in coal lands ever witnessed in any country, or any time. Practically all of the coal-carrying roads, and many of the large consumers are now purchasing coal lands, not only for immediate use, but also to be held in reserve for the future; wisely foreseeing the enormously increased demands that must soon be made upon the supply.

To meet these enlarged conditions, the Deepwater and Tidewater railways are now under construction, from No. 2 Pool on the Kanawha River to Sewell's Point on Hampton Roads; it is confidently hoped that the through line can be put in operation within two years from this date. The Deepwater road will be eighty-five miles along the line of demarcation between the Potomac smokeless coals above water level on the east, and the Kanawha measures above water level on the west, with the Potomac seams on the west, with the Potomac seams on the west, it will develop a new coal territory, the same coal measures as those of the Chesapeake and Ohio, and the Norfolk and Western combined. This road, when completed from Hampton Roads to the Lakes, at the lowest grade line crossing the Appalachians, together with the enlarged facilities contemplated by the existing lines, should very nearly double the present production of West Virginia. The effect in that event the shipping facilities may still remain inadequate.

The Coal and Coke Railway, up the Elk River from Charleston, is being rapidly pushed to a connection with the Wabash system near Elkins, and will furnish an additional outlet to the northward, but this railway touches the Potomac, or smokeless coal, and its coal traffic will be confined to the Kanawha, and upper measures. The same is true with the Kanawha and Michigan, now operating along the north side of the Kanawha River from Gauley Bridge to Point Pleasant, where it crosses the Ohio, and which, in connection with the Ohio, will develop a new coal territory, the same coal measures as those of the Chesapeake and Ohio, and the Norfolk and Western combined. This road, when completed from Hampton Roads to the Lakes, at the lowest grade line crossing the Appalachians, together with the enlarged facilities contemplated by the existing lines, should very nearly double the present production of West Virginia. The effect in that event the shipping facilities may still remain inadequate.

The Coal and Coke Railway, up the Elk River from Charleston, is being rapidly pushed to a connection with the Wabash system near Elkins, and will furnish an additional outlet to the northward, but this railway touches the Potomac, or smokeless coal, and its coal traffic will be confined to the Kanawha, and upper measures. The same is true with the Kanawha and Michigan, now operating along the north side of the Kanawha River from Gauley Bridge to Point Pleasant, where it crosses the Ohio, and which, in connection with the Ohio, will develop a new coal territory, the same coal measures as those of the Chesapeake and Ohio, and the Norfolk and Western combined. This road, when completed from Hampton Roads to the Lakes, at the lowest grade line crossing the Appalachians, together with the enlarged facilities contemplated by the existing lines, should very nearly double the present production of West Virginia. The effect in that event the shipping facilities may still remain inadequate.

For the fiscal year ending June 30, 1904, the tonnage of coal and coke, handled by the railroads from the State was as follows:

	Coal, Tons.	Coke, Tons.
Baltimore and Ohio.....	7,985,955	425,430
West Virginia Central and Pittsburg.....	1,809,833	27,583
Kanawha & Michigan, 1,508,861	55,890	
Norfolk & Western.....	6,749,131	1,353,533
Chesapeake & Ohio.....	5,976,644	226,465

Total.....24,033,424 2,467,368

To this must be added transportation by water, and fuel consumed by the railways, mines, etc. Recently there has been such a marked increase in the demand for all fuels, as to overtax the capacity of every coal carrying road in the country; and, in consequence, the transportation of additional tonnage must be provided without delay. But, unfortunately for West Virginia, the construction of trunk lines through her mountains and canons, is a costly undertaking. On the other hand, the cheap mining-costs, and high-grade coals, will undoubtedly assure all the market that she has to offer. A sufficient coal supply in the future. Under these conditions, there should be no jealousy nor rivalry between the roads of the State, since not one road has been able to handle its traffic properly in the past, nor is it probable that any one road can do so in the future.

The mine inspector reports on more than 600 mines in active operation at present within the State; and these, at an average of less than 300 tons daily, would produce 60,000,000 tons annually; or nearly double the present output. I venture to assert that the average capacity of these 600 mines could, within one year, be increased to 500 tons daily, or 100,000,000 tons—and without additional capital.

**SCHOOL INSPECTORS.**

Some Reasons Why the Office Should Not Be Abolished.

We understand that one of the chief features of the work of this board will be the inspection of schools, and the approved plans for school houses, and in arousing the sentiment of communities in favor of securing better buildings for their schools. It is the author of the bill which has been introduced providing for the loan of the State Fund to counties at 4 per cent. for the purpose of building better school houses; a bill which if passed will do more toward the improvement of our rural schools than any other one measure which has been proposed.

If this board should do nothing else but secure uniformity in the training and teaching of teachers, its appointment would be fully justified. Few persons, unless they were carefully selected, could realize the great need for uniformity of standard and practice in this regard. One or two examples will illustrate. While it is illegal for any teacher to be employed or paid for teaching a school unless she has a certificate in force, we know of some teachers in one school who are teaching, and some of them have been doing so for as long as ten years, without certificates in force. We also know of a teacher in a certain county on a second-grade certificate. She failed twice in another county to make a grade of over 35 per cent. and the same season went into a third county and obtained a first-grade certificate. There are hundreds of other similar cases. It is the duty of the State superintendent to write "In this county, and it is more so in many others, there are many first-grade teachers who have made the grade of over 35 per cent. on class examinations for at least a decade, and they have not made a particle of advancement in preparation for their